THE

NORTH-CHINA HERALD.

VOL. I. No. 41. SHANGHAE, SATURDAY, 10TH MAY, 1851. PRICE, 15 DOLLARS PER ANNUM.

SHIPPING.

FOR FREIGHT OR CHARTER.

THE Barque *ALVERTON*, 409 Tons, Captain BUCKLAND. Apply to SMITH, KENNEDY & Co.

Shanghae, 1st May, 1851.

FOR FREIGHT OR CHARTER.

THE Barque *MANDARIN*, 344 Tons, Captain PITON. Apply to SMITH, KENNEDY & Co.

Shanghae, 1st May, 1851.

NOTICES OF FIRMS.

NOTICE.

THE undersigned, having dissolved their Co-Partnership by mutual consent, all outstanding accounts owing to the late firm will be received by WM. KAY, Esq., to whom, parties having claims against the same are requested to forward them

KIRK, IRONS & MOTTLEY.

The private Dispensary of the late firm will be conducted as an open and general one under the superintendence of

GEORGE MOTTLEY, *Surgeon.*

Shanghae, 1st April, 1851.

INSURANCES.

VICTORIA INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company; are prepared to grant Policies, payable in *Bombay* by Messrs. EWART, LYON & Co., *Calcutta* by Messrs. GILLANDERS, ARBUTHNOT & Co., *Canton* by Messrs. RUSSELL & Co., and by ourselves in *Shanghae.*

RUSSELL & Co.

Shanghae, 5th April, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others.—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of 1 per cent per Annum.*

ASSURANCES for 6 Months 1/- and for 3 Months 1/. *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone: or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co., *Agents in Shanghae.*

Shanghae, 1st August, 1850.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following OFFICES to the amounts indicated opposite each and payable in HONGKONG, CANTON, CALCUTTA, BOMBAY, and LONDON.

	Sea Risk. Drs.	*Harbour Risk.* Drs.
Canton Insurance Office,	100,000	200,000
Bombay Insurance Society,	40,000	50,000
Bengal Insurance Society,	40,000	17,000
Delaware Marine Insurance Office,	25,000	..
	6,000	..
	73,000	..
	33,300	..
	..	..
	62,300	19
	..	6
	..	..
	62,300	27

JARDINE, MATHESON & Co., *Agents in Shanghae.*

Shanghae, 1st August, 1850.

THE ROYAL INSURANCE COMPANY.

CAPITAL £2,000,000.

TRUSTEES.

JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

MISCELLANEOUS.

J. SEDDEN & Co.,

BEG to inform the Foreign Community of Shanghae, that they have opened an ESTABLISHMENT near the Bridge at the *Yangking pong*, on the English side, for Supplying BUTCHERS MEAT, &c., of the best quality and on most reasonable terms, and hope by strict attention to all orders conferred to merit the Public Patronage.

Shanghae, 3rd April, 1851.

N.B.—Families and Ships supplied with Fresh and Corned BEEF, NEATS TONGUES, HAMS, BACON, MUTTON, VEAL, LAMB, LIVE STOCK, VEGETABLES, &c., on moderate terms.

R. MEREDITH,
HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—BLACKSMITH'S work and BELL-HANGING done.

CARD.

EDWARD HALL,
BREAD AND BISCUIT BAKER; AND GENERAL STORE KEEPER
SHANGHAE.

ALL KINDS OF FANCY BISCUITS MADE TO ORDER. SHIPPING SUPPLIED ON REASONABLE TERMS. BISCUITS REFIRED, &c., &c., &c.

FOR SALE.

FOR SALE
AT THE UNDERSIGNED.

HARDWARE for Buildings; as LOCKS, BOLTS, HINGES, SCREWS, DOOR-SPRINGS, &c.
CROWN GLASS.
Table, and other LAMPS.
PENDULES.
STATIONERY, GOLD PENS.
OILMAN'S STORES.
SPERM CANDLES.
WINES, PORT, SHERRY, MARSALA.
Dark BRANDY, &c.
Table CLOTHS, Table KNIVES in Sets.
Watch GUARDS, Pencil CASES,
STUDS, &c.
Money SAFES.
Gilt MOULDINGS for framing, Cornices.
LINEN-TICK, BUNTING.
GRATES, FENDERS, FIRE IRONS.
MARBLE MANTLE-PIECES.
PAINTS, SOAP, &c., &c.

BACH & ARONE.

Shanghae, 8th May, 1851.

P. F. RICHARDS & Co.,
SHIP CHANDLERS, STOREKEEPERS AND GENERAL COMMISSION AGENTS,
SHANGHAE.
ESTABLISHED IN 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

FINE SUMMER WINES.

ON Sale by the undersigned Superior HOCK, CLARET and CHAMPAGNE, in quarts and pints, PALE SHERRY, PORT, PALE BRANDY, ALE, PORTER, STOUT and CHAMPAGNE CIDER.

The above Wines are all of Superior quality.

P. F. RICHARDS & Co.

Shanghae, 1st May, 1851.

ON SALE BY THE UNDERSIGNED.
EX-*ALDEMARLE.*

THE undermentioned PERFUMERY, &c., &c., Imported from PARIS and LONDON, and warranted of superior quality, viz:—

ESSENCES (Assorted).
BEST PERFUMES, Stopped Bottles.
Do. Do. in Cut Cristal Box.
TOILET VINEGAR.
LAVENDER WATER in Assorted Bottles.
IRRIGATORS or FOUNTAINS.
ELIXIR for the Teeth.
Extract of HONEY.
LAVENDER AMBREE.
BANDALINE.
BEST HAIR OIL.
New Cut Bottles BEST PERFUMES.
Sacoches ORANGE FLOWER WATER.
EAU DE COLOGNE, Long & Short Bottles.
Naples SOAP.
Best FANCY SOAP in Tablets.
Do. Do. Do. in French Boxes.
SPERMACETI TABLETS.
CREAM of Almonds for Shaving.
Parisian liquid HAIR DYE.
COSMETIQUES, Assorted Colors.
New Do. in Box with Glass & Clasp.
Aromatical SOAP in Oval Tablets.
Queen's OWN in Do.
Toilet SOAP, 6 in Boxes.
MALACTION for Shaving.
VENITIAN BOTTLES filled with Essences.
ODONTINE for the Teeth.
DEPILATORY.
PASTILLES (Assorted).
French POUDRE D'AMANDES.
AROMATIC VINEGAR in Cases.
SMELLING SALTS.
Nutritive CREAM for the Hair.
Parisian Do. Do.
MARROW OIL, Stopped Bottles.
BEAU'S GREASE.
COLD CREAM.
ROSE LEAF POWDER.
VIOLET POWDER.
POWDER BOX and PUFF.

ALSO,
EX-*ALVERTON.*

An Invoice of OILMAN'S STORES, Imported to Order and warranted of Superior quality, and to be disposed of at considerably reduced prices, viz:—

Best London PICKLES.
Do. Imperial Hot Do.
Do. West India Hot Do.
WHITE WINE VINEGAR.
RASPBERRY Do.
SALAD OIL.
French OLIVES.
Do. CAPERS.
PICKLED MUSHROOMS.
WALNUT KETCHUP.
MUSHROOM Do.
ESSENCE of ANCHOVIES
HARVEY'S SAUCE.
READING Do.
BEEF-STEAK Do.
Assorted FRUITS.
Superior MUSTARD.
JAMS and JELLIES.
DRIED HERBS.
Preserved CARROTS.
GREEN PEASE.
Preserved SALMON in 2-lbs. Tins.
PEARL BARLEY in 6-lbs. Do.
Scotch OATMEAL in 6-lbs. Do.
MACCARONI in 4-lbs. Do.
VERMICELLI in 4-lbs. Do.
ANCHOVY PASTE.
MOORE'S Improved CHOCOLATE in Tins.
Do. Do. COCOA in Do.
Do. Do. Concentrated MILK in Do.
Best Smoked HERRINGS in Tins.
Loch Fine Salted Do. in Jars.
Salted SALMON in Jars.
SARDINES in Tins.
Best ZANTE CURRANTS in Jars.
Jordan ALMONDS.
Barcelona NUTS.
Fine Dried COD FISH.
Pine CHEESES.
Berkley Do.
Cheddar Do.
Pickled TRIPE in Jars.
Do. TONGUES in small Kegs.
Fine York HAMS.

P. F. RICHARDS & Co.

Shanghae, March 14th, 1851.

ON SALE.

BY the undersigned Superior SODA WATER and LEMONADE, orders from NINGPO, AMOY, HONGKONG, CANTON and MACAO, will meet with every attention.

P. F. RICHARDS & Co.

Shanghae, 25th February, 1851.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an AUCTION monthly, or as often as occasion demands.

Shanghae, 1st August, 1850.

NOTICE.

JUST RECEIVED per *Androklos* and for sale by the undersigned—

PORTABLE WATER CLOSETS, Complete.
Ladies & Gentlemen's DRESSING CASES.
Do. Do. WRITING DESKS.
Ladies' COMPANIONS.
Do. Leather Reticules and Papier Maché COMPANIONS.
INKSTANDS, PEN HOLDERS, and PEN WIPERS.
Paper WEIGHTS, and Dogshead LETTER-CLIPS (new style.)
MATCH BOXES with WAX Tapers.
Patent APERIENT FOUNTAINS.
RAILWAY WHISTLES.
CEGAR CASES.
French Polished Mahogany MERCHANTS CABINETS.
TAPE MEASURES.
Windsor, Almond, and Honey SOAP.
Cloth, Alpaca, and Tweed CAPS.
Ladies & Gentlemen's Gold and Silver mounted RIDING WHIPS.
Gentlemen's WALKING STICKS, Assorted.
And a few elaborately CARVED FLATTERS.

H. FOGG & Co.

Shanghae, 25th April, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES.
Apply to SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

FOR SALE.

SUPERIOR PALE SHERRY; PORT and MADEIRA, from HENRY TATHAM, London, at the Godowns of

J. M. SMITH & Co.

Shanghae, 20th March, 1851.

ADVERTISEMENT.

COPIES of the BI-WEEKLY and OVERLAND ISSUES of the *Friend of China* Newspaper can be obtained at the office of

D. REMI.

Shanghae, November, 1850.

FOR SALE.

CHAMPAGNE (*Ay*).
SAUTERNE.
HOCK *vin du Rhin.*
BURGUNDY *Pomard.*
CLARET *Chateau Margot.*

D. REMI.

Shanghae, 9th October, 1850.

The N.-C. Herald Office's Advertisements.

JUST PUBLISHED.

REVIEW OF THE TRADE OF SHANGHAE, 1849; extracted from the *North-China Herald*, No. 33, of 15th March, 1851, in a PAMPHLET FORM, 50 Cents each—

If 10 taken, 25 Cents each.
If 20 taken, 20 Cents each.

Shanghae, 17th March, 1851.

NOTICE.

PRACTICAL INSTRUCTIONS FOR THE NAVIGATION OF THE YANG-TSZE-KEANG, will be henceforth 25 cents per copy.

Shanghae, 1st March, 1851.

NOTICE.

JOB PRINTING in all its branches, will be executed at our office, on the usual terms, with the greatest attention and despatch.

Shanghae, 3rd August, 1850.

NOTICE.

THE Community is respectfully informed, that all Communications, Advertisements, and insertions for the following number, should be sent, on or before Thursday in each week, or they will be too late for the same week's issue.

Shanghae, 24th August, 1850.

SHANGHAE, *9th May*, 1851.

PRESENT PRICES OF PROVISIONS
SUPPLIED AT THE
SHANGHAE MARKET.

Fresh Beef,	per Dollar,	14 lb
Mutton,	"	12 "
Veal,	"	12 "
Lamb,	"	12 "
Pork,	per catty,	120 Cash
Kids,	per Dollar,	each.
Fish,	per catty,	80 to 100 Cash
Shrimps,	"	100 "
Eggs,	each,	7 "
Chinese Bacon,	per catty,	120 "
Ham,	"	300 "
Vegetables, (assorted)	per catty,	12 to 20 Cash
Walnuts, best fresh	"	80 "
Chesnuts,	"	50 "
Flour,	"	36 "
Bread,	12, 2lb-loaves,	Drs. 1.
Chinese,	24, "	"
Biscuit,	per lb.	4 to 8 cents.
Sugar, White,	per catty,	90 Cash
Brown,	"	84 "
Common,	"	60 "

Pounded Sugar Candy, per lb, 10 cents.
Oils, Te or best ground
Nut-oil, per catty, 84 Cash

Dollar, 1,470 good yellow cash (current price.)

ATMOSPHERICAL CHANGES.

DURING THE WEEK ENDING 8TH MAY, 1851.

A considerable change for the better has taken place in the weather of the past week, and with it the surface of the country has in many places undergone a complete metamorphosis. In numerous fields the crop of beans has been ruthlessly pulled up by the roots and either dug or ploughed into the ground for manure, grown apparently for no other purpose. Those fields intended for the future growth of paddy have been irrigated by the numerous chain-pump machines in the construction of which the Chinese display so much ingenuity. During the last few days the peasants have been busy in treading with their feet and by means of buffaloes the irrigated fields; and in one or two parts have sown that portion of the grain intended for subsequent transplantation. Although yesterday the thermometer placed in the sun indicated a temperature of 110°, the average of the whole week has been less than that of the corresponding week last year by 0° 9'. The average being 61° 4' during the past week and 71° 3' in 1850.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

May.		Barometer.		Aneroid	Thermometer.		Wind.		Rain.	
Day of Month.	Day of Week.	1851	1850	1851	1851	1850	1851	1850	1851	1850
2	F.	30.18	30.36	30.04	62.	72.	E.	S.S.E.	0.00	0.00
3	S.	30.04	30.20	29.95	56.	71.5	S.E.	S.S.E.	0.28	0.00
4	S.	30.12	30.00	29.98	61.	73.	N.N.E. to S.E.	S.	0.17	0.00
5	M.	30.30	30.01	30.02	63.5	79.	S.E.	W.N.W. to N.E.	0.00	0.01
6	Tu.	30.04	30.07	30.03	58.	71.5	S.E. to S.	E.S.E. to S.E.	0.00	0.60
7	W.	30.12	30.00	29.98	65.5	75.	E.S.E.	S. to S.S.E.	0.01	0.00
8	Th.	30.10	30.21	29.96	64.	57.5	S. to S.W.	N.E.	0.00	0.80
								Total	0.46	0.61

Shanghae, 9th May, 1851.

CHINESE RED BOOK, OR TA-TS'HING-TSIN-SHIN.

大清搢紳

Particulars regarding KEANG-SOO Province translated from the *Red Book.*

(Concluded from No. 39.)

PHEI-BEEN, is West from the *foo* 120 *le*,—
Land taxes, &c., amount sent to the Treasury, ... 8,747 taels.
Rice transported to Peking, .. 27,250 shih.
Miscellaneous duties, ... 160 taels.
Paddy stored in Granary, ... 20,000 shih.
Salary of Chief Magistrate, .. 1,000 taels.

PEI-CHOW, is N.E. from the *foo* 150 *le*,—
Land taxes, &c., amount sent to the Treasury, ... 7,515 taels.
Rice transported to Peking, .. 1,754 shih.
Miscellaneous duties, ... 142 taels.
Paddy stored in Granary, ... 20,000 shih.
Salary of the Chow, ... 1,000 taels.

SUH-TS'HEEN *heen*, is E. from the *foo* 100 *le*,—
Land taxes, &c., amount sent to the Treasury, ... 4,183 taels.
Rice transported to Peking, .. 4,700 shih.
Miscellaneous duties, ... 930 taels.
Paddy stored in Granary, ... 20,000 shih.
Salary of Chief Magistrate, .. 1,200 taels.

HWUY-NING *heen*, on the river side,—is S.E. from the *foo* 120 *le*,—
Land taxes, &c., amount sent to the Treasury, ... 4,302 taels.
Rice transported to Peking, .. 1,222 shih.
Miscellaneous duties, ... 86 taels.
Paddy stored in Granary, ... 20,000 shih.
Salary of Chief Magistrate, .. 1,000 taels.

SO ENDS KEANG-SOO PROVINCE.

S——

Shanghae Market Report.

May 9th, 1851.

IMPORTS.

American Brown Drills.—40 yards, Drs. 3.15 *a* 3.20—30 yards, Drs. 2.50 *a* 2.55 per piece; about 6,000 pieces have been sold.

Jeans.—Drs. 2.90 per piece; sales about 1,200 pieces.

American Grey Sheetings.—Have been more in demand, and heavy goods wanted Drs. 2.70 per piece; the Stock is small, and sales about 3,000 pieces.

Grey Shirtings.—The deliveries, 84,000, considerably exceed the sales, owing to 14,000 being for export to Canton, and to several parcels bought during the previous month not having been cleared until this, 67,500 have been received per *Success*, and *Androklos*. Prices are unaltered. We quote—

5¼ to 6 catties Drs. 2.00 *a* 2.28
6¼ to 6¾ catties Drs. 2.40 *a* 2.55
7 to 7¾ catties Drs. 2.70 *a* 3.00

White Shirtings.—The clearances in the four weeks since our last report are 27,000, of which 1,000 for export. The supplies are 25,500 by the above named two vessels. Prices are barely sustained on the better qualities, and are 6 *a* 5 cents lower on 54 reeds. We quote—

48 *a* 52 reed Drs. 1.95 *a* 2.10
54 *a* 56 reed Drs. 2.15 *a* 2.28
64 *a* 66 reed Drs. 2.40 *a* 2.50
66 *a* 72 reed Drs. 2.65 *a* 2.90

The total stock of White and Grey is at present about 310,000 pieces, against 400,000 in 1850.

Woollens.—Continue dull at former quotations, say, 70 *a* 90 cents per yard for *Spanish Stripes*, and 95 cents *a* Drs. 1.06 per yard for *Habit Cloths; Long Ells*, assorted, Drs. 6.50 *a* 7 per piece for H.H. quality; there is a fair demand for inferior qualities.

Camlets.—Sales of 1,300 pieces are reported, at Drs. 19 *a* 23 per piece, for best.

Sugar.—Is dull owing to large arrivals from Amoy in Junks; Drs. 2.30 *a* 2.60 per pecul, is the nominal quotation for Amoy, and Drs. 2.80 *a* 2.90 per pecul, for Canton.

Straits Produce.—*Pepper*—Drs. 8.20 *a* 8.30 per pecul.

Rattans.—Drs. 3 *a* 3.50; Banjermassing Drs. 4 *a* 4.50 per pecul.

Ebony.—Drs. 2.50 *a* 4 per pecul.

Sapan Wood.—Drs. 2.40 *a* 2.65 per pecul.

Sandal Wood.—Drs. 4 *a* 6 per pecul, for inferior, and Drs. 7 *a* 9.50 per pecul, for good.

Lacca Wood.—Drs. 3.50 *a* 5 per pecul.

Rice.—Drs. 1.40 *a* 1.45 per pecul, Arracan; and Drs. 1.80 *a* 1.90 per pecul, Bengal; nominal.

EXPORTS.

Tea.—The market is entirely cleared of Blacks, which have been taken for America a 13 Taels for *low Congou*. Of *Green* about 3,000 packages remain chiefly low *Skins*, and held at high rates.

Silk.—Sales about 800 bales, since our last report, and total Shipments to all parts 17,019 bales against at same date—

1850. ..... 13,802 bales.
1849. ..... 17,503 "
1848. ..... 20,753 "

OPIUM REPORT.

Malwa.—At the time of the departure of the last mail, *Malwa* was quoted Drs. 480, and considerable sales were made at or about this rate. On the 12th the market had so far improved as to admit of sales being made at Drs. 500. And on the 17th some first quality Drug was sold at Drs. 525; large clearances were made between the 12th and 15th, say 950 chests. This satisfied the demand and holders shewing a great desire to realize even at a reduction in price, the market was forced down to Drs. 500; when holders became again firm, and good Drug on the 28th was quoted Drs. 530; the arrival of the *Sir Herbert Compton* the next day with some 1,400 chests on board, quickly followed by the *Island Queen*, and *Audax*, however, stopped purchasers for the time, the nominal quotation to-day is Drs. 520 for first quality.

Estimated deliveries for the month 1,750 chests.
Stock this date 1,900 "

Patna.—In consequence of very limited supplies, this Drug has ruled high during the whole of the month, immediately before the arrival of the *Island Queen*, it was quoted Drs. 580, it then fell to Drs. 535. We heard of a sale to-day a Drs. 510.

Estimated deliveries, during the month 400 chests.
Stock this date 60 "

May 9th—*Patna* may be quoted to-day Drs. 575, and *Malwa* Drs. 518.

Exchange.—On London 6 months' sight under credits 4*s.* 0*d.* *a* 4*s.* 10*d.* per dollar.

East India Company's bills accepted 221 *a* 222 Rupees per 100 dollars.

Bills on India at 10 days' sight.—None.

Bank Post bills 4*s.* 7½*d.* *a* 4*s.* 8*d.*

Drafts on Canton at 10 days' sight at par.

Freights.—To England £3 for Tea, nominal, and £3 for Silk, per 50 cubic feet.

To America, Drs. 13, per 40 cubic feet.

Specie.—Drs. 144.60 per 100 Taels.

Gold.—Bars, Drs. 213 *a* 215½, per *Dt. Tm. 3c.*

Chopped Dollars.—None.

Mexican Dollars.—None.

WE extract the following from an account of Mr. M'Culloch's newly published Geographical Dictionary:—

LONDON, according to Mr. M'Culloch, contains at present 2,100,000 persons, or, including the districts embraced by the Registrar-General's bills of mortality, 2,240,000, "a greater amount of population than has ever been previously accumulated in the same (an equal?) space." Such a place well deserves that the account of it in his Geographical Dictionary should be separately noticed. Though the trade of London is now greater than ever, "the total value of the produce conveyed into and from London, including the home markets, not being over-rated at 65,000,000 *l.*;" "yet as respects foreign trade, London is surpassed by Liverpool, and perhaps also by New York." Whether that be the case now or not, the progress of these two latter cities has in modern times so much surpassed the progress of London—they being the feet of the trade of the increasing millions of the United States—that ere long the trade of both must exceed that of London. London, notwithstanding, will still remain a very respectable place, and when we get all the freedom we must have, its peculiar trades, including those of literature and clothing, will flourish more than ever, and will surpass even, more than at present those of other places.—*Economist.*

THE

NORTH-CHINA HERALD.

SHANGHAE, 10th MAY, 1851.

NOTICE.—Trinity Church, will (D.V.) now be open for Divine Service, every Sunday. Hours of Service 10.30 a.m. and 3 p.m.

Bibles, Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton*.

JOHN HOBSON,
Chaplain.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 a.m.

Shanghae, December 5th, 1850.

Advertisements received for insertion up to *Friday night* in each week.

TO CORRESPONDENTS, AND CONTRIBUTORS.

Anonymous communications on matters of public policy, or general interest; will be thankfully received: as also any hints or suggestions for the improvement of our print, or in aid of our objects.

Contributions duly authenticated with the writer's name and address, will at all times receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	24th Feby.	Port Phillip,	17th Sept.
Calcutta,	10th March	Sydney,	24th Nov.
Bombay,	19th March	Amoy,	16th April
Madras,	14th March	Hongkong,	19th April
Singapore,	7th April	Ningpo,	1st April
Penang,	3d April	New York,	13th Feby.
Batavia,	25th March	San Francisco,	26th Feby.
Manila,	7th April	Sdwich. Islands,	1st March

We hear that M. de Montigny, the French Consul, at this Port, has returned from the Coast of Corea, and has been successful in recovering the Seamen, who were shipwrecked there a few weeks since, but we have not been informed of any further particulars.

The arrival of the mail put us in possession of New York papers to the 30th of January, and it is with pleasure we extract the following paragraph from the *Journal of Commerce* of 16th January:—

Washington, *January 7th*, 1851.

It was supposed to-day, that the Navy Committee of the House of Representatives, would report a Bill for contracting for a line of Mail and War-Steamers between San Francisco, and Shanghae, by way of the Sandwich Islands. The Committee is unanimously in favor of the undertaking, and there's every prospect of its speedy fulfilment; they deem it essential to a system of commercial and efficient naval defence, as well as a means of extending our commerce. For the *Celestial* line of Steamers, there are three Bidders: Mr. Sloo has made proposals, Mr. Thompson of Philadelphia and Mr. Moore a Scotch gentleman.

Private advices of February 4th, state that the report had been laid before Congress, and the next mail will inform us what action had been taken upon it. The three gentlemen, above named, all engage that the Steamers employed are to equal in speed the present Atlantic boats, and the line is to be in efficient operation within a year.

Consideration of this topic had been somewhat delayed, in consequence of debates on a subject as new to us as it is surprising,—and, as it is a matter in which this community is deeply interested, we purpose, in our next issue, to lay the plan in detail before our readers. The citizens of the model republic were seriously debating the advisability of a Rail Road across the Continent. Not in any narrow part either, but to connect the cities of New York and Boston, with a port North of California, on the Pacific side, commencing in one of the interior states. The length of Road to be built is 2,030 miles, and the cost estimated at 200,000,000 dollars! enough certainly to discourage the enterprise with some people, but many of the difficulties can be easily surmounted, and the proposal was so popular, that 21 of the 30 states have memorialised Congress in its favor.

As the Government lands, in this quarter, were about to be divided; the question must early come to consideration, and we look with much interest for the result.

The short extract below, from a letter to the *Times*, gives the celebrated passages of the *Oriental*.

The *Oriental* sailed from New York for China, on the 14th of September, 1849, a new ship with full cargo, and arrived at Hongkong by the eastern passage, against the monsoon, on the 1st of Jany., 1850, say in 109 days; sailed from Canton on the 30th of January, and arrived in New York on the 21st of April, 81 days; sailed again from New York on the 18th of May, and arrived at Hongkong on the 8th of August, 81 days; sailed thence for London on the 28th of August, beat down the China Sea against the strong south-west monsoon, arrived off Scilly in 91 days, and in the West India Docks in 97 days, thus performing four arduous passages, lading and discharging four complete cargoes, and in the unprecedentedly short space of 14 months and 19 days, sailing within that period 67,000 miles.

On Saturday-evening last, an accident occurred, which was well nigh proving of serious consequence to a party of Gentlemen, who had hired a Woosung boat, intending to take a sail down the river; having reached the Batteries in long reach, the boat was put about, the party intending to return, when a sudden squall sprung up and before the boatmen could take in sail, struck her with such force that it split her sails and at the same time carried away her mast; leaving her a complete wreck; fortunately the barque *Fanny* was passing at the time having another Woosung boat in tow, which the Captain, who had witnessed the accident, immediately put off, and rescued the party from their perilous position.

On Sunday last, the British, and other residents were called to the celebration of Divine Service, in the re-edified Chapel of Trinity, by the welcome and homely sound of the solemn bell. Nearly the whole community assembled on the joyful occasion; all were pleased, once again, to reassemble within the holy precints, and to offer up thanks-giving and praise for past mercies. At our particular request, our worthy Chaplain, the reverend Mr. Hobson, has allowed us to make use of a portion of his Sermon, the excellent address to his congregation upon that occasion; to which, we direct the attention of our readers, and sincerely hope, now that he is duly installed amongst us, that he will long be our guide and adviser.

Much praise is due to the untiring zeal and energy of the committee, for the admirable way, in which they have executed the great trust confided to them, as well as to the liberality, and good taste of the Architect, in the restoration of the sacred edifice.

Differences of opinion, may and will, necessarily, prevail as to some of the Architectural details, but, there can be but one opinion as to the thanks of the community, being most especially due to Mr. Strachan, for planning, superintending, and bringing to a successful conclusion, the structure over which he has presided, during the past eleven months; and all of which, he has most generously contributed, gratuitously, for the benefit of his fellow-countrymen.

The Architectural description we reserve for a future number.

This is a high and joyful day!—After an interval of nearly a year, we reassemble in "our holy and beautiful house" for the public worship of Almighty God! The circumstances that drove us from this place are too vividly in your memories to require more than a mere passing mention. You will not readily forget the disaster that befel us on the night of the 23rd of June last, (1850,) when, after the fury of a fierce storm, the roof of this Church fell in, laying the place where you are now sitting low in ruins, burying it under a mass of heavy beams and rubbish. You will not either easily forget the rich mercy mingled with, and more than compensating for, that disaster. We had been assembled in these walls not many hours previous to the fall—but God mercifully suspended the danger over us, till we were no longer within its reach—permitting it to fall, however, at such a short interval as should mark most clearly the providential escape we had had. We shall never forget the tone of hearty congratulation, and, we hope and trust, of devout thankfulness to Almighty God, which circulated through this community when a visit to the ruined Church showed the fearful catastrophe of death or mutilation we had so narrowly escaped. The disastrous fall of our Church roof was also attended with other circumstances of a merciful and providential nature which ought not to be passed over. By the liberality and kindness of a friend, we were immediately provided with a large upper room for the celebration of Divine Service—so that our ordinary means of grace were not suspended even for a day, or curtailed by a single service—indeed we have suffered as little inconvenience, as we should have done had we all the means and appliances of a Christian country at our disposal. And now after the interval of nearly a year we meet together in our restored Church, restored, we are thankful to say, without the loss of life or limb or any untoward disaster during the progress of the work. Yet we have something more than our merciful return to a restored Church to celebrate. Thanks to the energy and zeal of your Trustees, thanks especially to the liberal and effective superintendence of your Architect, we return to a Church restored in far more than its original strength and beauty, to something far more worthy of the great and holy purpose to which it is set apart. Now, we may assemble Sabbath after Sabbath, with no sense of insecurity to mar the composure of our devotions. When you look upon the massive structure from which now the sound of the "Church-going bell" greets our ears, and from which we hope through your liberality a tongue will soon be given to time; and when you look round upon the simplicity of our Church, the simplicity that best becomes the worship of that God, who is a spirit, and demands to be worshipped in spirit and in truth; and when you look upon the neatness and good taste of all the internal arrangements, you must feel, that, if we have had *alarm* and *trouble* and *expense*, we have now the compensation, in fact that the disaster of last year has been over-ruled for greater good to us and the community at large.

There is, however, another feature connected with our restored Church which we must not pass over. At the Meeting held at the British Consulate, on 22nd of July, 1850, it was resolved that as an expression of thankfulness to Almighty God, for our merciful preservation a subscription should be immediately entered upon, for the restoration of Trinity Church. The subscription *was* entered upon and most liberally responded to, and you now behold the fruit of your liberality. Trinity Church is then in especial manner a thank-offering Church. May God accept our offering at our hands. May be consecrate it to himself with richest blessing. May acceptable thanks-giving and praise, through Jesus Christ, ever be offered up in these walls, may many souls here be endowed with the richest of all mercies, a saving knowledge of Jesus Christ. May the Psalmist's language, in the Psalmist's spirit, ever be heard in these walls.—"*What shall I render to the Lord for all his benefits? I will take the cup of salvation and call upon the name of the Lord.*"

There is still another circumstance, connected with our joyful return to our restored Church, that I may not pass over. By a happy coincidence and I trust more than coincidence—the Sabbath that we return to "our holy and beautiful house" is the first Sabbath of my ministry among you as your fully appointed and officially recognized Pastor and Chaplain. It was my happy choice in life to come out from my native land as a Missionary to Chinese Heathen. A month after my arrival here, I was requested by your late lamented Chaplain to take his place for a few Sundays whilst he and his family went in quest of health. During this temporary incumbency your Chaplain was suddenly called away from his work to enter upon his rest; and I found myself, when least expecting it, imperatively called upon it to give that labour to a congregation of beloved fellow-countrymen which had been designed for Heathen. It is needless to enter into particulars. With undiminished love for pure Missionary labour, with undiminished faith in its sure and blessed results, with an earnest desire to devote, even now, as much time and energy to that work, as shall be consistent with my first duty to you, I find myself by a series of providential arrangements that make doubt as to my duty a sin, placed among you, my beloved brethren, as Pastor, and Chaplain. The temporary connexion of more than a year and a half has merged into one of the closest and most momentous that can bind man to his fellows, one whose interests stretch onward into endless eternity. I enter upon this incumbency with feelings of mingled hope and fear, though hope predominates. The cure of souls, under any circumstances, is no trifling trust. The burden of souls is one of the heaviest that can press down the heart of a poor, frail, and sinful mortal. Moreover, in a community like ours there are circumstances of sperial difficulty and danger that press much on a Pastor's heart. Still there are circumstances of hope, and we rather dwell on these. We are not now utter strangers; for 20 months, have I ministered amongst you. In the midst of much *weakness fear and trembling*, I have endeavoured, to the best of my ability, to make known to you the truth of God, so far as my limited capacity and more limited spiritual discernment have received it. You have listened to that truth with marked attention, and have respected it when perhaps it has been unpalatable.

These are encouraging symptoms, and do fill me with hope that "the Gospel of our Lord Jesus Christ, the power of God unto salvation" will be made effectually the power of God unto Salvation to many of your souls. We know whose commission we bear, we know in whose name we minister, "now then we are ambassadors for Christ, as though God did beseech you by us, we pray you in Christ's stead be reconciled unto God."

For the North-China Herald.

THE YELLOW RIVER—ITS INUNDATIONS.

The Emperor of China reckons the rivers as much his subjects as the people. But it often happens that they are not so obedient and submissive to his will. His Imperial Majesty rewards them for their good behavior, when they confine themselves within their banks; and when, having overflown, they return to their own proper boundaries, after spreading devastation and death among his more orderly subjects in the neighbouring regions. These rewards come in the shape of temples erected, and incense offered, to the god of the river. If any punishment is ever inflicted upon this aquatic deity, for not exercising better control over his rebellious charge, we have not yet heard of it. The only resource in these times of insurrection, as far as we have learned, consists in sacrifices and other offerings to this potent divinity, accompanied by earnest supplications to him to restore the river to its due bounds. The Yellow River is the most unmanageable of all His Imperial Majesty's watery subjects. The *Chinese Repository* for September 1850, page 499, says:—

This great river is regarded by Chinese with peculiar feelings, amounting almost to a superstition reverence; its sources lie in the region of spirits and genii, and its rapid current, its strangely tinged waters, its devious channel, and above all, the awful devastations caused by the overflowing of his banks, conspire to give it a mysterious character. The name *Hwáng ho*, or Yellow river, is applied through its whole course, and on common Chinese maps it is usually painted yellow; this appellation is given from the color of its waters, obtained when flowing through the clayey soil of the Ortous territory. Such is the depth of tinge, and the strength of the current, that the bay which lies between China and Japan is turbid and yellowish from the waters of this river, and has been usually known as the Yellow Sea on foreign maps. The river is also called the *ho* par excellence, just as the Yángts' kiáng is termed the *kiáng*.

Mr. *Hwáng ho* keeps his place, and behaves himself very creditably for some 1,700 miles of his journeyings, till he reaches the Great Plain. Here his turbulent disposition begins to manifest itself, and he occasionally amuses himself by overleaping his banks and rushing in resistless fury over the fertile plains of Honan and Kiángsu provinces; revelling in the death and destruction that mark his path.

We learn from one of the published accounts of the Jews at Káifungfu, the provincial city of Honan, that that city has suffered immense losses of life and property, by the inundations of the Yellow River, *fourteen times*.

In the *Chinese Repository* for June 1838, we find the following:—

The gods of the Yellow River, for their recent interposition in restoring its waters, have been presented with ten sticks of incense from the emperor, who has given orders to one of his ministers, the governor of Leáng Keang, to offer the same with becoming formalities. Some local officers were also to be rewarded for their assistance.

Also in the No. for December 1849, we learn that—

Orders were sent to the Governor of Rivers, to offer sacrifices to the God of the Yellow River, and thanks for not permitting the waters to break their bounds.

The same periodical, in the article above quoted relating to this river in the September No. 1850, page 505, gives us the following interesting information:—

After entering Honán, the Hwáng-ho does not immediately leave the hilly country, but rolls along in a fine valley for about 150 miles to the junction of the River *Loh* and River *Tsin* near Hwáiking fú; the bottom lands in this region are alluvial, and support a large population. As the stream flows on, its deposits increase, and when it receives the two abovenamed confluents, its waters begin to rise to the adjoining country, and the banks serve only partially to confine them when they swell from the rains and melted snows. A vast morass occurs in the prefecture of Hwáiking, through which many water courses flow, making the whole country very fertile, but dangerous to the inhabitants when the river overflows. A considerable stream, called the River *Wei*, proceeds from this marshy depression north-easterly to Lintsing-chau in Shántung, where it unites with the Grand Canal—or rather, the canal there flows in the old bed of the River *Wei*. There are many reasons for supposing that the Yellow River once flowed through the Wei ho, into the gulf of Pechele, and that the deluge of Yu spoken of in the Book of Records was an inundation of the Great Plain by the forcing of the present passage, and not an imperfect tradition of the Noachic deluge. The *Wei* passes through a rich region, receiving many tributaries before it reaches Lintsing.

At present the Hwáng ho runs in one channel eastward, and near the town of Káifung fú it borders on a very flat country, which is exposed to occasional overflowings. As the adjacent country is very low, it was at an early period considered necessary to protect it against the inundations by dikes built of quarried granite, of great strength. These dikes extend about 100 miles along the southern banks of the river. This had the effect, which has also been experienced in the Po and Rhine, of raising the bed of the river, so that even when the river is low, its surface is considerably above the adjacent plain. This plain, whose soil is exclusively formed by alluvial detritus, is of extraordinary fertility, and covered with almost innumerable villages and towns. When therefore the river, being unusually swollen, breaks through the dikes, the loss of life and property is immense; and as the country subject to such inundations, according to the opinion of Barrow, is equal in area to the island of Great Britain, the truth of the assertion made by the emperor Kienlung to Lord Macartney, that the Hwáng ho gave him more trouble than all the other cares of government, may be understood in its full force. Besides the regular expenses for maintaining the dikes in repair, which annually amount to more than a million of pounds sterling, government is always anxious to contrive some means of averting the calamities of inundations. The emperors Kánghí and Kienlung especially have done much towards that object. In the reign of the last-mentioned monarch, a large canal was made for the purpose of avoiding the too great accumulation of water in the Hwáng ho, which joined it with the headwaters of one of the upper streams of the River Hwái in I'fung-hien, either the Peh-shá ho or Kiú-hwáng ho (Old Yellow River). This excavation is nearly a hundred miles long, and has had the effect of lowering the general surface of the river many feet, and rendering large tracts of land formerly under water fit for cultivation.

MY OWN LOG.

I always hailed a sea voyage with delight and more especially this one, because, it presented new features for exploration and was over different ground to what I had sailed before. We ostensibly cleared out for California, but after leaving the coast of China, a consultation was held on board relative to a question raised before our departure from Port, which induced us to alter our course,—and we stood away hardly any one knew where;—however, north it is, sighting the coast of Japan, with alternate fair and foul weather. We picked ourselves up in a fog, after thirty four days sailing, in lat. 38 N., when the trade-winds slightly favoring us, we determined to run for the Sandwich Islands.

The monotony of a sea life is too well known to be dwelt upon,—but ours was an exception to the general rule, and instead of that sameness so commonly felt during a long voyage, was one of continued change, of mirth and hilarity, for, having a live-freight of 103 Chinese coolies, a few of the right sort of cabin passengers,—and a large and mixed crew consisting of Chinese, Malays, and Bengalees, at no time was there a lack of amusement. Our Captain well adapted for such a mixed assemblage of human beings, was always foremost in joining the throng,—at one time seated in the midst of a party playing hunt-the-slipper, the Chinese not being used to it played more like bears, than children of the celestial empire, and many were the bruises and cuts sustained during the game, however all liked it, for the reason that those who played were invariably rewarded with tobacco or grog, the first they always liked, but the latter, at first was quite a laughable proceeding; for, unused to English spirits, the distortion of their faces was perfectly ridiculous;—but their determination to overcome this distaste, I found to be more unprofitable, than it was wise to introduce it; then, the crew came in for their share, and contributed largely to the festivities; for, every evening, from six to eight, a play was made up, when, not only was the performance carried on with spirit, but the concluding scene, invariably the fandango dance, brought down thunders of applause. In this way we passed to the fourth of July, when in honour to the Flag, and Flag Captain, we sailed under, being American, we drank in Champaigne to the memory of Washington, and independence, winding up with a grand day on board.

We had now fairly entered the ground usually fished over by whalers, but although we saw many fish, there was but one worth remarking upon; we had been becalmed all the morning, with a whaling vessel in sight about five miles; we had hoped to have seen some sport with her boats, but were disappointed; however, we caught a large shark which produced for the time the usual excitement on such occasions, every part of it being immediately cut up, and chow-chowed by the Chinamen; in the midst of all, a slight breeze sprung up, and shortly after, one of the largest-size whales met with in those seas, appeared floating lazily alongside the ship; it could have measured scarcely less than sixty feet, and so close to the ship, that had we been prepared, we might easily have captured her, as it was, each ran for his gun, but the breeze increasing and sailing on different tacks, we found upon our return, the distance too great for our shot to have any effect.

With calms and breezes alternately, we now passed many days without anything particular occurring, but on the morning of the 9th August, knowing we were in the vicinity of the Islands, a man was sent to the mast-head to look-out, and in less than a quarter of an hour, the well known cry of land had greeted our ears; this we discovered to be Bird Island, distant about thirty five miles, we were now about ninety miles from Lahina, whither, in consequence of being out of fresh provisions, our Captain determined to make for. The making land after a long voyage always produces pleasurable reflections, and fully manifested was it by the Chinese, who, for the first time in their lives, were shortly to tread upon foreign land; but as to the time of making it we were doomed to disappointment, for being dead to leeward of the Island, with a strong current setting us off, we were a whole week beating up, and then, instead of making Lahina, came to anchor under a part of the Island which we found but thinly inhabited, yet, on this we landed, and were fortunate in finding a few huts, having in their immediate neighbourhood the Banana, Plantain and Coco Nut trees, some of these fruits we offered to purchase from the Natives, but though so isolated a position, a Missionary had found his way amongst them; our case was almost one of necessity, but unfortunately for us it was Sunday, and the intimidating power held over them by this functionary, prevented them selling, saying, as soon as we left the place, they should have to give so many days labour gratuitously to the above gentleman for the offence; however, they gave us leave to help ourselves, taking good care to keep the run of our procedings, that full remuneration might be obtained the following morning. The next day, our boats came ashore, and the Natives, seeing a ship in the offing, had brought down fruit, vegetables, and turkeys in abundance, also, at our request, some bullocks were procured, and decidedly fine animals they were, but at prices somewhat exhorbitant; my friend B. and myself had remained on shore from our first landing, having walked about most of the day, we, at

length, brought up at one of the best habitable buildings we could find, determined to pass the night there, and having previously obtained a supply of Brandy, &c., &c., from the ship, we were allright in that respect. Our host was a good nat red fellow, and allowed us to do pretty well as we liked; feeling our appetites sharpened by our long walk, we determined upon having some dinner, this we had to prepare ourselves; my friend B. catching a couple of young fowls, soon killed and plucked them, whilst I made a fire and prepared the vegetables; thus, in a short time, though novices in the art of cooking, a savory dish was prepared, using some common wooden platters for dishes, we sat down surrounded by many of the natives, who had by this time assembled, all appearing surprised at our christian-like style of carving, and eating, which, in the absence of knives and forks, we did with our fingers; the spirits, having been introduced into the house as vinegar, one old chief said, that he had a cold and sore throat, and begged we would let him taste the vinegar;—we gave him a tumbler of Brandy, which he drank off without wincing, and immediately asked for another, exclaiming that it was the finest vinegar he had ever tasted.

Amongst the natives were several females, who looked both pretty and interesting, though but lightly clad; they were very particular in their researches and examined me from head to foot, not contenting themselves with my clothes alone; but, no doubt, primitive innocence induced the examination.

Feeling tired, we retired early to bed, which we found had been made upon the floor; some straw, with an old quilt, formed the bed, and a bag filled with red sand our pillow, which, during the night, (from the bag being coarse and the sand fine,) worked out, filling our hair and working such a change in our appearance, which had been increased by myriads of fleas keeping us in constant motion throughout the night, that, when daylight came, we looked like two red Indians, scarcely able to recognise each other;—after laughing heartily, and brushing a little of the dust from our faces, we called for our reckoning, which only amounted to four dollars, paying which, we started to bid adieu to a few of our fair friends. When, shortly afterwards, our boat coming ashore, I embarked discoloured as I was, and in less than an hour was along-side the ship; when I got on board, I was welcomed and congratulated, but laughed at by all hands.

W.

(From Daily Alta California.)

Statistics of Ship-building.—The progress of ship-building in and around the city of New York has been great within the past five years. The impetus that was so suddenly given to steam transportation by the discovery of the California gold is plainly exhibited in the number of steamships and boats that have been lately launched in New York. The first regular steamships built in the city of New York were the *Lion* and the *Eagle*, launched in the year 1840, and built by Jacob Bell for the Spanish Government. The next was the *Kamschatka*, built in 1841 by Wm. H. Brown, and sold to the Russian Government, and the first steam vessel owned in the United States, in connection with a regular line of ocean steamers, was the *Washington*, the *New York* and *Bremenline*, launched in 1847. The following is an interesting statistical table, showing the number of vessels, builders, tonnage, the number launched, and the number on the stocks during the year 1850:—

Builders	Vessels	Aggregate Tonnage	Launched	On the Stocks
Westervelt & Mackay,....	13	16,738	13,038	3,700
Wm. H. Webb,........	13	27,050	19,350	7,700
Wm. H. Brown,........	9.	8,540	7,190	1,350
Jacob Bell........	6	8,530	5,180	3,350
Thomas Collyer,........	8	4,400	3,350	1,050
J. Simonson,........	3	1,565	1,565	....
Smith & Dimon,........	3	4,300	2,100	2,200
George Collyer,........	1	100	100	....
Hayden & Canada,........	1	250	....	250
Wm. Collper,........	6	2,525	2,400	125
Lawrence & Sneeden,........	5	3,750	2,300	1,450
Perrine, P. & Stack,........	8	9,460	4,071	5,389
Jabez Williams,........	3	1,581	1,581	....
Cape & Allison,........	3	500	....	500
Isaac C. Smith,........	2	1,112	....	1,112
Nehemiah Knapp,........	2	240	....	240
Collyer & Webb,........	1	100	....	100
Total,....	87	89,741	62,225	27,516

CLASSIFICATION.

	Steam-ships	Steam-boats	Pro-pellers	Ships	Schs.	Ferry boats, &c.
Launched....	14	16	..	18	1	4
On the Stocks,	5	8	3	10	3	5
Total,....	19	24	3	28	4	9

Dry Docks in San Francisco.—By a letter from Washington we learn that Messrs. Dakin & Secor are negotiating and have nearly concluded a contract with the Secretary of the Treasury for a floating dry dock, to be built at San Francisco, and to be finished within eighteen months from the date of the contract. The work, it is estimated, will cost one million six hundred thousand dollars, and the contractors enter into an obligation to procure all the material and labor in California in all cases where transportation from the Atlantic coast is estimated to amount to one-third of the whole cost; so that in all probability the largest portion of this amount will be expended in California, as our merchants can doubtless make supplies here at a less expense than that of bringing them from the Atlantic.

In addition to this we learn, through private letters received by the California, that negotiations were in progress in the city of New York, between parties there and a responsible firm of this city, for the construction of a floating dry dock, to be located in this harbour. The dock is to be one of the largest description, and capable of taking in any of the first class vessels or steamers. The project was set on foot in November last, and arrangements have so far progressed as to induce the belief that by July or August next we shall see this great work fully completed and in operation.

One of the Quickest.—The schooner *Fanny*, Captain Kelly, arrived yesterday, after a passage of only one hundred and nine days from Boston.

Sacramento Intelligence.—A miner, writing from Mount Franklin, says that a very rich placer has been discovered there on a slide from the mountain at an elevation of three hundred feet above the river. He says that many pans of dirt yielded an ounce to the pan! But the nearest approach to a fair statement is probably the following: "Many are making money, and more making none."—The *Times* says that a rich quartz vein has been discovered at Nevada City, by a company of miners who were sinking a shaft in a hill. They have penetrated to the depth of twelve or fifteen feet, and the richness of the vein increases as they descend.

(From Public Balance.)

Gold Bluff.—It appears that the Gold Bluff excitement has not as yet abated, a very la ge number of passengers going out yesterday upon the Sea Gull. The types seem to be getting the fever also, as we shook hands with quite a number who stood upon the decks of the steamer, bound for the new diggings. We wish them a pleasant time and large *piles*.

San Jose, February 18th, 1851.—The farming interest is suffering very much about here from drought. Although this beautiful valley is carpeted with verdure, vegetation is nothing like so forward as at this season last year. The earth too is so hard that the plough of the husbandman can scarcely penetrate it. There are however around this city several large fields well broken up and looking quite fresh and moist. The dews are very heavy, and partially supply the absence of rain. The almost interminable forests of redwood in the mountains which surround this valley, afford an ample fund for building and fencing, and it is evident that nature has designed this portion of country for the home of agriculture.

We learn from private sources that the coast road down South, through San Juan, Santa Margarita, San Luis Obispo, &c., is rapidly filling up with cultivators of the soil, and that many droves of cattle, sheep, and horses, are on the way to the up country.

General Morehead who commanded the Colorado expedition last summer has been here for sometime, importuning the Legislature to do justice to the noble little band of volunteers who under his lead chastised the savages on the Gila and Colorado, and gave relief and protection to many destitute and suffering emigrants. His reports of that expedition, embrace many interesting and curious facts, and show conclusively that he has been unjustly abused and misrepresented.

It must be conceded, that the discovery of the gold mines, on the Pacific, is the most remarkable event of the ninteenth century. The trade of the world has continued, and will continue to be affected by it. More of the precious metals was absolutely demanded by all enlightened nations to carry on the operations of trade and commerce. Before this grand discovery, mercantile, agricultural, and commercial laws were such as to pour their treasure almost exclusively into the lap of luxury; the rivers of wealth flowed on slow, but certain, into the golden ocean of the rich; while the poor of all nations and climes saw, or thought they saw, poverty as their eternal doom. But the golden trumpet of California has been blown, and nations heard the blast. The ragged Hibernian dropped his roasted potatoe, and bidding adieu to the Emerald Isle, was off, en route, to the region of gold. The Caledonian mountaineer, wrapping his plaid still closer about him, swung his bagpipe over his shoulder, and gracefully bade adieu to the Highlands. The peasant of England sang "God bless the Queen," and was off in the first Liverpool packet. The thoughtful German came, not forgetting his tobacco pipe. The lively, vivacious Frenchman, the Swede, the Russian, the Spaniard, the Asiatic, all are here, whirling along happily on the car of fortune. Indeed, San Francisco may be considered the great hotel of nations, and California and Oregon the golden safe of the world. The strong arm of the down trodden of all nations is the key that unlocks it, and they scatter broad-cast over the world, about fifty million dollars yearly. If individuals in coming to this El Dorado cannot lave in a *Bethesda* that will give them perpetual youth, the golden shower from California, has animated the nations, healed up their wounds and bruises, and given them a joyful activity. Every sea is traversed—every clime is visited,—there is a happy brotherly communion of nations, dissolving and breaking down prejudices and nationalities, commingling the whole family of man in one common brotherhood. But while this fraternizing is felt in the most distant, as well as in the nearest countries; immigration, both by land and sea, is pouring its tens of thousands into California and Oregon. Who can anticipate the destiny of this country? Who can tell the millions who, in less than a century, will have converted this wildernesss into a garden? The City of San Francisco, and another, at the mouth of the Columbia, perhaps Pacific city, will rival the famed cities of antiquity. Such appears to be the destiny of this remarkable country, and how the contemplation swells the heart of every American. If in the zenith of the Roman Republic, the citizens rejoiced in her greatness, how much more ought an American to rejoice at our present condition, and future prospects!

Atlantic and Pacific Railroad.—The following from the New Orleans *Picayune*, shadows forth the opposition, which the great West may expect from the South to the Atlantic and Pacific Road:—

"It is also evident that this grand avenue thus proposed to be made out of the common property of the Union, is designed to be, and will, if successful, undoubtedly prove to be, a continuation in fact of the railroads which the sagacity and enterprise of the Northern people are pushing forward to direct to the Atlantic cities, Boston, New York, Philadelphia and Baltimore, a trade which has heretofore come to the outlets in the Gulf, their natural channel. They will thus, by a junction at any of the points proposed in the leading schemes for this "national road," carry the gold of California and the commerce of Oregon, the Pacific coast of this continent, and ultimately of China, Japan and the East Indies, across this continent at a vast distance above us, leaving the Southern cities and States remote and disregarded provinces.

We have as few mere sectional prejudices as any, and oppose on all proper occasions, the attempt to arra North against South, or East against West, on questions of commercial or political interest. But in a question so momentous as that of uncounted millions of the property of the nation, for an enterprise which will have so decisive an effect, and forever, on the relative power, growth, and prosperity of different parts of the Union, we cannot but call the attention of the people of the Southwest, to the great interests they have at stake in the matter, and urge them to consider whether they ought not to interpose in some way to make themselves understood and felt, and to secure in the final establishment of this road, if it is to be made, something like an equivalent for their share of the means to be furnished for its construction. The action of the present Congress will not probably be final, although a direction may be given, which it might be difficult hereafter to change. But the people of the southwestern State—and particularly of those States which border on the Mississippi—should look to their representatives in Congress, to scrutinize carefully the advancement of these gigantic speculations, and demand that there shall be no precipitancy in the decision; and that no combination of Northern and Western men, shall be permitted to monopolize all the advantages of this great highway, and thus legislate into their own uses the whole of the public domain, acquired by the war with Mexico."

The article which follows, gives a remarkable view of the prosperity of Great Britain, at the present period, the close of the first half of the nineteenth century. May she be able to present to her children, as glowing or still more prosperous a spectacle, when, the nineteenth shall be merged in the twentieth cycle of the Christian era. We would especially call the attention of our readers to the reflections on what England is, and what she would have been, had the corn monopoly been protracted to the present day.

Prosperity — Marriages — Ship-building.—The Registrar-General has recently published the Quarterly Return for December, of births and deaths; but, as our readers will recollect, that of marriages comes down only to the end of the preceding quarter. The general character of the return is highly favourable, corresponding to all the other *indiciæ* of the national prosperity, and confirming all that has ever been said in favour of Free Trade. "It implies," says the Registrar-General, "a happier condition of the population at the close than at the commencement of the year. While fewer lives have been lost in the quarter by epidemic diseases, the marriages and births have increased." The sum of the Report is this:—

MARRIAGES.

"The mariages celebrated in the summer quarter ending September 30th, were 37,496, or more by ten thousand than were registered in the summer quarter of 1842, and two thousand four hundred more than have been returned in the summer quarter of any previous year. Allowing for increase of population, the porportion of marriages is greater than it has been in the same season of any year since the registration commenced. Except in the eastern and south-eastern counties, the increase of marriages has been general in all the great divisions of the country. In London the increase has been considerable. At Wolstanton, Burslem, and Stoke-upon-Trent, among the potteries, the multiplication of marriages is remarkable. In the iron districts of Dudley, Walsall, Birmingham, and Merthyr Tydfil, the advance was slow or inconsiderabe. At Coventry, as well as Spitalfields, Whitechapel, the seats of the silk trade, the marriages increased rapidly; as they did also at Leicester, Nottingham, and Derby, at Stockport and Macclesfield. At Manchester the marriages rose from 1,097 to 1,412; at Preston, from 159 to 281; Halifax, from 215 to 313; Leeds, from 418 and 359 to 488; Newcastle-upon-Tyne from 293 to 318; Carlisle, from 39 to 53; Merthyr Tydfil from 160 to 213.

"In the purely agricultural counties marriage then still went on slowly, but steadily; in all the iron and coal fields at but a slightly increasing rate; while in all the counties peopled by the workers in lace, silk, wool, and cotton, the number of marriages—of new families established—has increased at a rate of which there are few examples in the returns of the last hundred years. And the general result is an aggregate increase in the marriages of the whole country during the summer quarter of the year 1850."

BIRTHS.

"The births in the quarter following, which ended on December 31st, 1850, were also the greatest number ever registered in the autumn quarter of any previous year. 146,268 children were born in the three months."

INCREASE OF POPULATION.

"The excess of births registered over deaths in the quarter is 51,245. The usual excess is forty thousand more births than deaths; the excess in the last quarter of 1845 was 50,000; in 1847, when influenza was epidemic, only 24,000; in 1849, when the cholera epidemic was rapidly declining, 38,000.

"In the last quarter of the year 1850, 56,971 emigrants left the ports of the United Kingdom, at which there are Government emigration officers; 3,836 departed from Irish ports, 1,903 from Glasgow and Greenock, and 51,232 from three English ports; namely, 1,702 from Plymouth, 4,282 from London, and 45,218 from Liverpool. During the whole of the year 1850 the births were 593,567, the deaths, 369,679, and consequently the excess of births over deaths was 223,888 in England; the same year 250,843 emigrants sailed from the shores of the United Kingdom—214,606 (many of them of Irish birth) from England, 15,154 from Scotland and 51,083 from Ireland. The number of births and deaths in Scotland and Ireland is unknown; and the census alone can disclose at what precise rate the population increases; but we know that the new births more than replace the vast armies of peaceful emigrants that every year assemble without much noise, and led apparently by the same kind of divine instinct that directs other migrations, leave their native land to seek homes in regions prepared for them all over the world."

The Board of Trade Tables have told us accurately from month to month, by the continual increase of our exports and of employment for our shipping in what way the increased number of labourers has been continually provided for, and we have confirmed them from time to time by statements of the prosperity of Manchester, Glasgow, and other places. To quote another illustration, a late number of the *Sunderland Herald* stated that the arrivals at the port of Hartlepool were:—

	1849.	1850.
Coastwise, ...	8,047	9,275
From abroad, ..	8,490	9,919
Total,....	16,537	19,194

Increase in 1850 above 1849, 2,657.

VESSELS CLEARED.

Coastwise, ...	5,671	6,576
Oversea, ...	1,340	1,612
Total,....	7,011	8,188

Increase in 1850 above 1849, 1,177.

The trade of Sunderland exhibits equally gratifying results; and it is especially satisfactory to learn, from the authority above quoted, that the ship-building of Sunderland has been extensive and prosperous in 1850, though nothing but ruin was predicted from the abolition of the Navigation Laws. Our contemporary gives the following table of the number of vessels built and registered at Sunderland during the last ten years:—

Year.	Number.	Tons.	Average Tons.
1841, ...	141	46,393	250
1842, ...	107	26,837	250
1843, ...	85	21,377	250
1844, ...	100	27,131	271
1845, ...	131	38,260	292
1846, ...	133	41,835	314
1847, ...	148	46,901	316
1848, ...	142	37,878	266
1849, ...	155	44,333	286
1850, ...	158	51,374	325

In addition to these thirteen other vessels were built in 1850, but are not inserted in this list because they were not registered till 1851. On the 14th instant, there were 100 vessels on the stocks in Sunderland. From the table it appears that there were three vessels more built, with 4,473 more tonnage, in 1850 than in any one of the previous ten years; and 73 more vessels, with 29,997 more tonnage, than in the worst of ten years. Of the 158 vessels built in 1850, 80 were sold to Sunderland and 78 to other ports, many of them to London, showing that Sunderland built ships are prized in most of the ports of the empire.

Such, then, is now the flourishing state of the empire. What is true of Hartlepool and Sunderland is true of all the commercial and manufacturing towns and seaports of the empire. Even the manufactures and trade of Ireland are flourishing. People everywhere fully employed, poor rates decreasing, revenue increasing, taxation in progress of reduction, military and naval forces to be diminished, and tranquillity in every part of the country, particularly in those large towns, the growth of which has alarmed even some of the advocates of Free Trade, are the distinguishing features of the times. We have, as the result of Free Trade, prosperity at home and honour abroad. England is as formerly "teaching the nations how to live;" and they have no higher ambition, though they mistake the source of her greatness, than to follow in her footsteps and be prosperous like her. But has any man pictured to himself what would have been the condition of this now happy country had we not had free-trade in corn? The harvests of 1849 and 1850 were both very partial and very defective. The bulk of the grain grown in the great wheat-growing counties of the East of England was in 1850 so much mildewed as to be worth little more than half its usual price. In the last year we have accordingly imported 9,076,266 quarters of grain of all kinds and flour reckoned as grain; and in the previous year 1849 we imported 10,655,197 quarters, together 19,731,463 quarters, the whole of which nearly has gone into consumption.

Confining our attention, however, to wheat and flour, and saying nothing of the sustenance indirectly afforded to man by the imported grain which has gone to feed animals, and saying nothing of the multitudes who have been subsisted by oatmeal and Indian corn, the quantities imported were, respectively, of wheat and flour reduced to quarters, in 1849, 4,802,475 quarters; and in 1850, 4,856,038 quarters; together, 9,658,513 quarters. In the former year the average price of wheat was 41*s.* 6*d.*, and in the latter 40*s.* 4*d.* Now, the greatest quantity of wheat and flour ever imported and entered for home consumption in any two consecutive years between 1828 and 1842, adopting Mr. Tooke's figures, was in 1838-9, 3,560,957 quarters; and 1839-40, 1,762,482; or together 5,323,439 quarters. In those years the average price was respectively 71*s.* 8*d.* and 68*s.*

The following is a tabular view of the matter with the average price of wheat:—

	Wheat & Flour imported. Qrs.	Average Price. s.	d.
1849, ...	4,802,475	41	6
1850, ...	4,856,038	40	4
Together,..	9,658,513		
1838-39, ...	3,560,957	71	8
1839-40, ...	1,762,482	68	0
Together,..	5,323,439		

From the returns of the comparative quantities and prices then, and from the known fact that foreign cultivators have laid themselves out, in the last four years, to supply our markets, we may infer that, but for the repeal of the Corn Laws, we could not in the last two years, making every allowance for the increase of cultivation in foreign countries, have obtained more than 7,000,000 quarters of wheat and flour, though the average price had been 70*s.*, instead of 9,658,513 quarters. We should have had therefore, say 2,500,000 quarters of wheat and flour less in the two years, or 1,250,000 quarters less in each year. It is usually estimated that the average consumption of the whole community is eight bushels per head. But for the repeal of the Corn Laws, therefore, we should have had a deficiency of wheat and flour alone, taking no notice of the enormous supplies of other grain obtained in the last two years, corresponding to the subsistence of 1,250,000 persons in each year, or of 2,500,000 in the two years. That would have been the case though prices had risen to 70*s.* the quarter. But the difference between comfortably feeding in two years 2,500,000 persons, or not being able to feed them, would have made all the difference between prosperous England in 1850, and calamitous starving Ireland in 1846-7.

Now, we may perhaps realise to our imagination what would have been the condition of England at present had free-trade in grain been refused. Marriages, those signs of a people prosperous at present, and full of hope for the future, calmly pursuing domestic happiness, there would have been comparatively few. The mortality would have greatly exceeded the births, and a rapid depopulation by the slow agonies of starvation would have ensued. The number of paupers and the amount of poor rates would have increased, and having no richer England to help us, they would have swallowed up the rent of the landowner and the profit of the capitalist. Trade would have been paralysed and ship-building suspended. As it can scarcely be expected that the people of England would have patiently suffered starvation, the probability is that our great towns would have been *foci* of sedition and insurrection, and many of those whom famine spared would have been cut down by the sword. We cannot even be sure that insurrection might not have been successful, and have grown into a great convulsion and rebellion, toppling down throne and church, and burying aristocracy, landlords, capitalists, and officials in one widespread and common ruin. From convulsions worse than France suffered in 1848, in consequence of less distress than would have been the lot of our people had the Corn Laws been continued, we are happily spared by the timely change in our commercial regulations, which have allowed us to have plenty and peace, and filled the land with joy and gladness. For a timely rescue from impending disasters, almost unexampled in history, the nation has not yet learned to be sufficiently grateful to the Great Disposer of all events, and to the statesman whom He inspired with wisdom to do, and to that portion of the people to whom He gave skill and courage to demand the performance of, the right thing at the right time. The Corn Law was appropriately abolished in an hour of need and peril; and the abolition has saved the nation from unspeakable calamities.—*London Economist, Feby.* 22.

The *Economist*, in closing a clever article on the progress in Political, Civil, and Religious Freedom, sums up as follows:—

We are as sanguine of our Future Progress, as we are satisfied with our recent steps. We laugh at those faithless prophets—the querulous Jeremiahs of the day—who affirm our retrogression, and predict our decadence. Where is the warrant of their prophecy? Where are the symptoms of the growing malady which is to carry England to her grave? Are they to be found in her spreading Empire—in her expanding and multiplying population—in her accumulating wealth—in her commerce bounding with new elasticity—in her industry, buoyant with recovered freedom? Has her science ceased to be inventive? Have her engineers forgot their cunning? Have her people begun to be indifferent to their civil rights, or to abnegate their mental freedom; Are her poor falling back in their physical condition, — becoming more turbulent, more ignorant, more destitute? Or is it not true, as we trust we have succeeded in showing, that in all points our national position in 1850 is almost as much in advance of that which we occupied in 1800, as it is behind that which we hope to occupy, when the opening of a new century shall shine upon our quiet graves, and gladden the hearts of our children and our children's children, with the promise of yet richer harvests and the hope of a more unchequered civilisation?

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Departures.	Cargo.	Consignees.
May 4	Ariœnis	B. brig	176	Remington	Hongkong	Apr. 18	Opium	Lindsay & Co.

DEPARTURES.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
May 5	Island Queen	B. schr.	195	Macfarlane	Hongkong	Treasure	Dent, Beale & Co.
,, 5	Sir Herbert Compton	B. barque	346	Brown	Hongkong	Treasure	Pestonjee Framjee Cama & Co.
,, 6	Ariœnis	B. brig	176	Remington	Bombay	Ballast	Lindsay & Co.
,, 6	Corcyra	B. brig	164	Stevenson	Singapore	Crockery, &c.	Gilman, Bowman & Co.
,, 7	Audax	B. schr.	151	Glover	Hongkong	Silk & Treasure	Jardine, Matheson & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch.
Alverton	Mar. 3	B. barque	409	Buckland	Smith, Kennedy & Co.	Straits	To-day
Androklos	Apr. 17	Danish bq	306	Boysen	Lindsay & Co.		
Eucles	May 1	B. ship	327	Sutherland	Blenkin, Rawson & Co.	Hongkong	15th Instant
Fanny	Apr. 25	A. barque	341	Spicer	Russell & Co.	New York	Soon
John Baring	Mar. 28	A. ship	529	Hussey	Wolcott, Bates & Co.		
Mandarin	Apr. 20	B. barque	344	Pipon	Smith, Kennedy & Co.	Freight or Charter	
Success	Apr. 19	B. ship	331	Hewitt	Smith; Kennedy & Co.	Manila	To-day

RECEIVING SHIPS.

Vessels.	At	Flag & Rig.	Tons	Captain.	Owners.
Clown	Woosung	B. brig	152	D'Bussche	P. & D. N. Camajee & Co.
Emily Jane	,,	B. ship	427	Landers	Dent & Co.
Folkstone	,,	B. ship	406	Jauncey	Jardine, Matheson & Co.
Masden	,,	B. bark	230	Chape	F. S. & N. M. Lungrana.
Mastiff	,,	B. brig	148	Anderson	D. Sassoon, Sons & Co.
Time	,,	B. sr.	110	Lacy	P. F. Cama & Co.
Science	,,	A. ship	388	Roundy	Russell & Co.
Snipe	,,	A. brig	176	Endicott	Augustine Heard & Co.
William	,,	B. brig	130	Duins	Gilman, Bowman & Co.
William the IV	,,	B. bark	176	Thomson	Lindsay & Co.
William Hughes	,,	A. brig	250	*Laid up*	Russell & Co.

Since our last publication, we have seen Captain Spicer, of the *Fanny*, from California, who informs us that he did not leave San Francisco, until the 5th March, and he arrived off Woosung, on the 25th April, so that his passage was only 51 days.

VESSELS DEPARTED FROM WOOSUNG.

May 5, Sir Herbert Compton, *for* Hongkong.
,, 6, Island Queen, ,, Hongkong.
,, 7, Ariœnis, ,, Bombay.
,, 7, Corcyra, ,, Singapore.
,, 8, Audax, ,, Hongkong.

VESSELS EXPECTED.

From *London.*—Abergeldie, Countess of Seafield, Magellan, Oliver Cromwell, Propontis.
Liverpool.—Annette Gilbert, Champion, Duchess of Lancaster, Duilius, Ken, Olivier van Noord, and Panic.
California.—Anstiss.
Bombay.—Virgilia.
Hongkong.—Antelope, Mazeppa, Nymph, Swallow, and Race Horse.

EXPORT OF SILK PIECE GOODS FROM SHANGHAE TO UNITED STATES, FOR THE YEAR ENDING 30th JUNE, 1850.

Pongees,	35,920	pieces
Pongee Handkerchiefs	6,812	,,
Crapes	695	,,
Sarsnets,	2,534	,,
Fancy Silks and Satins,	2,309	,,
Raw Silk,	415 bales=332 peculs	

TABLE

Showing the IMPORT *and* EXPORT DUTIES *on British Trade, and* TONNAGE DUES *on British Vessels; paid to the Chinese Government, at the Port of* SHANGHAE *during the following Years 1843 a 1849.*

	Duties.	Tonnage Dues.	Total Taels.
1843,	24,101-9-9-0	985-0-0-0	25,086-9-9-0
1844,	138,595-3-7-2		138,595-3-7-2
1845,	444,668-5-7-9	7,114-4-0-0	451,782-9-7-9
1846,	483,658-5-8-8	5,349-9-0-0	489,008-4-8-8
1847,	561,253-3-9-4	6,126-3-0-0	567,379-8-9-4
1848,	456,384-7-8-4	5,959-5-0-0	462,344-2-8-4
1849,	603,480-4-1-7	9,580-9-0-0	613,061-3-1-7
Total,	2,712,143-5-2-4	35,116-0-0-0	2,747,259-5-2-4

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Colored Cottons *Yards*	Printed Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Worsted *Pieces*	Coals *Tons*	Iron *Tons*
Duilius,	Liverpool	331	Oct. 10	1,783,792	306,571	..	2,210	800	71	..	..
Ken,	Liverpool	327	Jany. 18	2,156,560	22,040	..	60	..	..	..	..
Duchess of Lancaster,	Liverpool	396	,, 27	3,104,770	118,040	..	62	..	..	..	..
Propontis,	London	255	,, 28	1,148,310	38,000	..	45	..	..	..	..
Annette Gilbert,	Liverpool	293	Feby. 11	2,042,210	108,500	..	2,503	300	..	..	..
Magellan,	London	359	,, 18	914,200	44,300	..	602	560	..	..	..

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

Season	Congou	Souchong	Sorts	H. Mury and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Yg. Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1844-45,	..	..	..	..	..	3,036,803	..	..	..	..	..	..	763,824	3,800,627	6,433
Year 1845-46,	8,027,807	610,626	6,849	27,104	53,475	8,720,065	927,034	279,265	482,729	1,314,162	481,852	248,851	3,733,923	12,450,988	15,192
Year 1846-47,	8,957,060	361,348	11,045	98,566	151,441	9,579,480	615,096	183,348	747,155	923,987	295,420	149,634	2,914,660	12,494,140	15,972
Year 1847-48,	11,441,440	341,396	3,571	7,689	42,942	11,837,038	485,172	255,463	1,005,594	1,383,243	455,572	227,060	3,874,104	15,711,142	21,176
Year 1848-49,	11,163,686	593,322	..	3,753	92,676	11,849,637	600,472	393,901	1,357,396	2,760,545	878,671	458,654	6,449,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	35,816	..	25,300	16,609,257	556,445	312,409	1,355,042	2,509,543	683,548	337,126	5,734,113	22,263,370	15,237

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

Season	Congou	Souchong	Sorts	H. Mury and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	10,683,454	44,441	3,571	5,289	11,622	10,748,377	198,071	43,391	116	113,109	209,002	60,075	623,764	11,372,141	19,137
Year 1848-49,	10,232,449	18,400	..	..	85,523	10,336,372	117,714	236,034	49,225	803,981	593,496	171,543	1,973,991	12,310,363	15,915
Year 1849-50,	13,057,125	229,503	33,986	..	..	13,320,614	18,455	114,095	..	137,602	228,607	48,121	546,883	13,867,497	13,162

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO UNITED STATES.

Season	Congou	Souchong	Pouchong	Oolong	Total Black	Young Hyson	Hyson	Hyson Skin	Twankay	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48,	108,067	118,575	..	..	226,636	755,559	122,560	246,069	104,267	170,036	115,414	1,514,151	1,740,787	..
Year 1848-49,	146,058	468,490	1,709	..	616,257	1,345,725	121,090	342,121	187,097	167,155	205,987	2,370,075	2,986,332	35
Year 1849-50,	812,536	836,293	..	..	1,648,829	2,298,611	190,753	534,026	181,745	466,230	253,511	3,974,876	5,623,705	415

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

Season		Congou	Caper	Scented Caper	Souchong	Sorts	Flowery Pekoe	Orange Pekoe	Scented Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Imperial	Gunpowder	Total Green	Total Pounds	Silk Total Bales
Year 1848-49,		33,877,570	..	1,371,597	1,042,406	294,301	438,450	117,183	1,531,031	38,672,568	118,062	967,787	49,246	3,023,862	619,723	3,656,666	8,435,346	47,107,914	17,221
Year 1849-50,		39,552,200	..	1,221,500	1,794,100	615,800	217,900	..	2,447,400	45,848,000	18,500	918,500	..	2,030,000	312,100	4,841,300	8,120,400	53,969,300	16,126
Year 1849-50,	Increase,	5,674,630	..	..	751,694	321,499	..	..	916,369	7,664,192	..	..	..	..	..	1,184,634	..	6,861,386	..
	Decrease,	..	..	150,097	..	..	220,580	117,183	..	..	99,562	49,287	49,246	993,862	307,623	..	314,946	..	1,095

Note.—Of which three cargoes have been lost, viz., *Glencairn, Sarah Trotman*, and *Palmyra*

EXPORTS COASTWISE, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Flowery Pekoe	Total Black.	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Total Green.	Total Pounds.	Silk Bales	Silk Cases	Silk Piece Goods.	Nankeens Pieces	Nankeens Cases
1 Vessel		1850—*July Total*		..	..	..	..	..	..	..	..	..	..	..	..	611	..	87	..	..
3 ,,		*Aug.* ,,		147,520	..	..	147,520	..	..	..	..	..	..	..	147,520	263	65	481	..	..
4 ,,		*Sep.* ,,		367,840	13,310	..	381,150	..	53,810	..	49,430	15,300	5,170	123,710	504,860	15	..	148	..	..
1 ,,		*Oct.* ,,		..	..	..	..	..	..	..	..	..	..	..	..	25	50	..	..	11
3 ,,		*Nov.* ,,		..	..	..	..	..	41,000	20,700	70,200	20,300	3,700	155,900	155,900	374	..	..	6,000	..
2 ,,		*Dec.* ,,		271,370	..	900	272,270	31,557	..	2,000	..	..	..	33,557	305,827	29	..	..	23,000	..
4 ,,		1851—*Jany.* ,,		316,769	&c ..	14,512	331,251	27,655	50,893	7,200	120,000	2,000	2,000	209,626	540,877	..	..	63	33,500	..
				1,103,469	13,310	15,412	1,132,191	59,090	145,703	29,900	239,630	37,600	10,870	522,793	1,654,981	1,314	115	779	62,500	19
Mandarin,	776	Feb. 22	Hongkong	60,500	..	..	60,500	..	..	..	..	..	..	..	60,500	30	..	..	..	8
Menam,	472	April 15	Hongkong	350,000	..	..	350,000	..	..	..	..	..	..	..	350,000	..	..	..	..	..
Total from 1st July, 1850, to 15th April, 1851,				1,513,969	13,310	15,412	1,342,691	59,090	145,703	29,900	239,630	37,600	10,870	522,793	2,065,484	1,344	115	779	62,500	27

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Pekoe Flowery & Hungmury	Oolong	Sorts	Black Total Pounds	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total	Silk Bales	Nankeens Pieces	Silk Piece Goods Packages	Hemp Bales
3 Vessels,		1850—*July Total*		888,800	..	9,200	..	..	898,000	..	..	..	..	..	..	..	898,000	1,667	..	..	..
9 ,,		*Aug.* ,,		3,407,611	89,100	77,693	..	..	3,574,404	..	..	1,670	9,684	2,343	550	14,247	3,588,651	2,352	16,000	3	944
3 ,,		*Sep.* ,,		1,023,326	..	6,074	..	1,600	1,031,000	..	..	500	18,662	56,942	23,230	99,334	1,130,334	430	..	..	..
6 ,,		*Oct.* ,,		1,687,606	115,528	33,313	..	2,600	1,839,549	11,000	859	42,030	158,692	175,037	24,074	411,722	2,251,271	3,005	2,000	26	..
7 ,,		*Nov.* ,,		2,306,823	70,466	74,358	..	18,400	2,730,047	50,812	607	64,810	249,999	198,077	47,405	611,712	3,341,759	2,034	..	81	..
5 ,,		*Dec.* ,,		1,341,520	52,000	39,050	..	600	1,463,770	29,356	7,800	31,700	155,739	92,832	17,129	334,556	1,798,326	1,271	14,100	16	..
8 ,,		1851—*Jany.* ,,		3,891,637	129,615	83,411	..	249,872	4,354,535	60,893	7,448	15,933	97,608	94,508	12,859	289,249	4,643,784	1,875	5,000	8	..
5 ,,		*Feby.* ,,		1,069,491	101,658	15,050	3,733	800	1,191,632	7,480	..	7,040	17,768	32,863	15,930	81,081	1,272,713	474	..	..	..
				15,876,816	589,267	339,049	3,733	274,072	17,082,937	159,541	16,746	163,683	708,152	652,602	141,177	1,841,901	18,924,838	13,088	37,100	139	944
Old England,	502	March 4	Cork	545,340	..	..	..	1,315	546,655	..	..	..	..	..	..	..	546,655	..	..	..	..
Sheridan,	825	,, 12	London	825,166	..	1,907	..	..	830,073	..	..	200	400	100	..	700	830,773	51	..	..	..
Emperor of China,	485	,, 15	London	499,800	..	6,900	..	..	506,700	200	..	100	1,200	500	300	2,100	508,800	313	..	..	..
Trent,	236	April 14	London	233,338	..	..	..	..	233,338	..	..	..	..	..	..	..	233,338	..	..	..	31
Albemarle,	704	,, 20	London	272,526	2,025	28,729	..	933	304,213	..	..	..	11,575	7,624	600	19,799	324,012	1,871	13,300	..	..
Total from 1st July, 1850, to 20th April, 1851,				18,235,986	591,292	376,565	3,733	276,320	19,303,916	159,741	16,746	163,983	721,327	660,626	142,077	1,864,500	21,168,416	15,323	50,400	139	975

Cargoes per *Lively* and *Monarch*, not yet ascertained.

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou and Souchong.	Sorts.	H. Mury and Pekoe.	Black. Total Pounds	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Gunpowder.	Imperial.	Green. Total Pounds	Grand Total. Pounds	Raw Silk. Cases	Raw Silk. Bales	Raw Silk. Peculs	Silk Piece Goods Cases.
16 Vessels		1850—*Sept. to Dec. Total*		3,168,895	28,782	11,660	3,209,337	2,429,414	133,178	957,811	384,365	509,130	322,157	4,736,055	7,945,392	207	21	22.40	561
Huntingdon,	406	Jany. 3	New York	167,206	11,000	..	178,306	127,000	17,905	49,800	37,300	31,215	10,511	273,731	452,037	32	16	..	20
S. H. Waterman,	340	,, 8	New York	40,000	..	2,500	42,500	289,660	33,200	13,000	500	59,200	40,300	435,800	478,300	..	..	..	406
Saint Patrick,	896	Feby. 19	New York	129,800	..	..	129,800	110,300	19,200	234,200	130,600	14,300	26,600	535,200	665,000	..	..	..	..
Celestial,	860	March 4	New York	10,340	..	..	10,340	282,032	53,525	176,758	91,797	54,850	31,239	690,201	700,541	..	..	..	289
Carrington,	597	April 19	New York	101,754	7,862	..	109,616	115,850	7,321	221,658	80,407	25,927	10,131	461,294	570,910	..	..	..	..
Total from 1st July, 1850, to 19th April, 1851,				3,618,095	47,644	14,160	3,679,899	3,354,196	264,329	1,653,227	724,969	694,622	440,938	7,132,281	10,812,180	239	37	22.40	1,4[illegible]

EXPORT OF TEA FROM SHANGHAE TO AUSTRALIA, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Oolong	Caper	Scented Caper	Sorts	Or. Pekoe	Scented Or. Pekoe	Black Total Pounds	Twankay	Hyson Skin	Hyson	Yg. Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total Pounds
Freak,	243	Oct. 5	Sydney	80,000	..	..	..	..	..	..	..	80,000	..	28,000	..	..	3,400	..	31,400	111,400
Marmion,	250	,, 28	Australia	76,600	2,300	..	..	..	600	..	..	79,500	..	30,100	..	..	1,800	..	31,900	111,400
Statesman,	343	Dec. 6	Sydney	114,300	39,600	..	..	..	..	..	..	153,900	2,000	163,100	..	..	5,500	2,700	173,300	327,200
Total from 1st July, 1850, to date,				270,900	41,000	..	..	..	600	..	..	313,400	2,000	221,200	..	..	10,700	2,700	236,600	550,000

Cargoes per *Pedlar, Whitby*, and *Royal Sovereign*, not yet ascertained.

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